

### Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in underline, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[ ]]. All cancellations are without prejudice.

1. (Currently amended) An exhaust outlet equipment provided at a downstream end portion of an exhaust passage of a propulsion engine in a flow of an exhaust gas, the engine being mounted in a small watercraft propelled by a water jet pump, the equipment comprising:

an exhaust pressure reducing chamber provided laterally of a pump room that contains the water jet pump, the chamber having a volume for reducing a pressure of the exhaust gas to a predetermined pressure,

wherein the exhaust pressure reducing chamber is provided at a rear end of the exhaust passage and has an introduction port through which the exhaust gas from an exhaust pipe located on an upstream side in the flow of the exhaust gas flows into the exhaust pressure reducing chamber, and a discharge port through which the exhaust gas inside the exhaust pressure reducing chamber is discharged to an ambient side of the hull, the discharge port contacting the ambient side of the hull.

2. (Original) The exhaust outlet equipment according to Claim 1, wherein the discharge port communicates with the ambient side through a transom board of the

watercraft to allow the exhaust gas inside the exhaust pressure reducing chamber to be discharged rearwardly of the transom board.

3. (Original) The exhaust outlet equipment according to Claim 1, wherein the discharge port communicates with a pump room of the water jet pump that opens toward the ambient side to allow the exhaust gas to be discharged outside the watercraft through the pump room.

4. (Currently amended) The exhaust outlet equipment according to Claim 1, wherein a resonator is provided ~~[[on]]~~ **separate from** the exhaust pressure reducing chamber, **and the resonator and the exhaust pressure reducing chamber are configured to communicate with each other through a tube.**

5. (Original) The exhaust outlet equipment according to Claim 4, wherein the resonator is provided above the exhaust pressure reducing chamber and a communicating port for dropping water within the resonator is provided on a lower portion of the resonator to allow the resonator and the exhaust pressure reducing chamber to communicate with each other.

6. (Original) The exhaust outlet equipment according to Claim 1, wherein a first bellows valve is attached to the introduction port so as to open toward an inside of the exhaust pressure reducing chamber by an exhaust pressure of the exhaust gas.

7. (Original) The exhaust outlet equipment according to Claim 1, wherein a second bellows valve is attached to the discharge port so as to open toward the ambient side by an exhaust pressure of the exhaust gas.

8. (Original) The exhaust outlet equipment according to Claim 7, wherein the second bellows valve is provided with a slit.

9. (Original) A pipe mounting structure comprising:  
a pipe attached to a wall having a first smooth wall face and a second rough wall face so as to penetrate through the wall such that a first end of the pipe is located on the first wall face side and a second end of the pipe is located on the second wall face side, the pipe including a flange portion in contact with the second wall face on the second end side, and a reduced diameter portion penetrating the wall to extend from the flange portion to the first end of the pipe, the reduced-diameter portion having a female screw on an inner peripheral face thereof;

a fixing member attached to the first end of the pipe, the fixing member including a screw-engagement portion provided with a male screw to be attached to the female screw on an outer peripheral face thereof, and a flange portion having a large-diameter portion extending radially from the screw-engagement portion so as to have an outer diameter larger than an outer diameter of the first end of the pipe; and

a seal member provided between the first wall face and the flange portion of the

fixing member, wherein

the pipe is attached to the wall in such a manner that the screw-engagement portion of the fixing member is screwed to the female screw of the first end of the pipe with the wall and the seal member seized between the flange portion of the pipe and the fixing member.

10. (Original) The pipe mounting structure according to Claim 9, wherein the flange portion is formed of a step portion obtained by reducing a diameter of the first end portion of the pipe.

11. (Original) The pipe mounting structure according to Claim 9, further comprising an O-ring for sealing between the first end of the pipe and the fixing member in contact with the first end.

12. (Original) The pipe mounting structure according to Claim 9, wherein the first wall face is an outer face of a body of the small watercraft and the pipe is an exhaust pipe of the watercraft.

13. (Original) The pipe mounting structure according to Claim 9, further comprising an intermediate member provided between the seal member and the fixing member so as to have faces in contact with the seal member and the large-diameter portion of the flange portion of the fixing member.

14. (New) An exhaust outlet equipment provided at a downstream end portion of an exhaust passage of a propulsion engine in a flow of an exhaust gas, the engine being mounted in a small watercraft propelled by a water jet pump, the equipment comprising:

an exhaust pressure reducing chamber provided laterally of a pump room that contains the water jet pump, the chamber having a volume for reducing a pressure of the exhaust gas to a predetermined pressure;

wherein the exhaust pressure reducing chamber has an introduction port through which the exhaust gas from an exhaust pipe located on an upstream side in the flow of the exhaust gas flows into the exhaust pressure reducing chamber, and a discharge port through which the exhaust gas inside the exhaust pressure reducing chamber is discharged to an ambient side; and

wherein a first bellows valve is attached to the introduction port so as to open toward an inside of the exhaust pressure reducing chamber by an exhaust pressure of the exhaust gas.

15. (New) The exhaust outlet equipment according to Claim 14, wherein a second bellows valve is attached to the discharge port so as to open toward the ambient side by an exhaust pressure of the exhaust gas.

16. (New) An exhaust outlet equipment provided at a downstream end portion of an exhaust passage of a propulsion engine in a flow of an exhaust gas, the engine being

mounted in a small watercraft propelled by a water jet pump, the equipment comprising:

an exhaust pressure reducing chamber provided laterally of a pump room that contains the water jet pump, the chamber having a volume for reducing a pressure of the exhaust gas to a predetermined pressure;

wherein the exhaust pressure reducing chamber has an introduction port through which the exhaust gas from an exhaust pipe located on an upstream side in the flow of the exhaust gas flows into the exhaust pressure reducing chamber, and a discharge port through which the exhaust gas inside the exhaust pressure reducing chamber is discharged to an ambient side;

wherein a second bellows valve is attached to the discharge port so as to open toward the ambient side by an exhaust pressure of the exhaust gas; and

wherein the second bellows valve is provided with a slit.

17. (New) An exhaust outlet equipment provided at a downstream end portion of an exhaust passage of a propulsion engine in a flow of an exhaust gas, the engine being mounted in a small watercraft propelled by a water jet pump, the equipment comprising:

an exhaust pressure reducing chamber provided laterally of a pump room that contains the water jet pump, the chamber having a volume for reducing a pressure of the exhaust gas to a predetermined pressure;

wherein the exhaust pressure reducing chamber has an introduction port through which the exhaust gas from an exhaust pipe located on an upstream side in the flow of the exhaust gas flows into the exhaust pressure reducing chamber, and a discharge port

through which the exhaust gas inside the exhaust pressure reducing chamber is discharged to an ambient side;

wherein the exhaust pressure reducing chamber is provided at a rear end of the exhaust passage; and

wherein a part of an outer wall of the exhaust pressure reducing chamber is configured to have a protruding portion in a ring shape forming the discharge port, such that the protruding portion extends within a through hole formed on the hull.